

COMMENT

Message from Lovie

THE BRITISH fishing industry is at a crossroad. The direction it is to be pointed is now being debated in Brussels. What are the feelings of fishermen? We invited JIM LOVIE, chairman and chief executive of the Scottish Fishermen's Organisation, to express the thoughts of his fishermen members at this time. He writes:

Uncertainty is an inherent feature of a fisherman's life. No fisherman can foresee what the weather will be when he puts to sea, how much and what kinds of fish he will bring up in his nets, or what price he will get when he sells his catch. This is an accepted part of the fisherman's way of life and, indeed, it is the challenge that has helped to mould the character of our country's fishermen.

What cannot be accepted, however, is the new degree of uncertainty facing the fishing industry as 1976 draws to a close.

Following the recent failure of NEAFC, quotas for next year have to be allocated by the EEC Commission, a body which has never undertaken this task before, but which now has to do so in the course of a few weeks. Another unknown is who, and who will not, be allowed to fish within the European pond which will be created on January 1 next year and what foreign grounds British boats will be allowed to fish from that date.

Of even greater importance to British fishermen is what progress has been made in the negotiations to establish an exclusive 50-mile limit for the UK. The level of minimum prices for next year it still to be decided a mere two weeks before the end of the year.

A fisherman's job is to catch the fish and that is what he wants to do.

The present circumstances are damaging to confidence and detrimental insofar as fishermen planning their future fishing activities are concerned. Let us hope that satisfactory answers will be forthcoming in the next few days and that, in future years, the industry will be better informed and more involved in charting its future course.

fishing news

Editor:
Harry Barrett
Assistant Editor:
Ian Strutt

Scottish Correspondent:
Gloria Wilson
Advertisement Director:
Fred Purcell
Managing Director:
W. A. Cathies

Published weekly.
Postal subscription rate
£7 per annum
£7.50 overseas
Registered as a newspaper at
the Post Office.



110 FLEET STREET,
LONDON EC4A 3JL
Telephone: 01-353 6961

Haddock ban disrupts last trips of the year

THE North Sea haddock fishing ban is now two weeks old and its effects are beginning to be felt. Prices are rising and supplies are down.

Last week the majority of the Peterhead-based seine net boats went to sea, but a handful stayed at home for overhauls and repairs, or just to wait and see how the rest of the fleet got on.

Several boats fished off the west coast, mainly those belonging to Moray Firth ports. Some came back to Peterhead to unload or sent catches overland from west coast ports or Scrabster, Caithness.

Other boats worked in the North Sea and, during last week, two or three had good hauls of cod on the Bergen Bank.

On Friday, Skipper Ian Sutherland and the 80ft. Hopeman seiner *Kestrel* landed 563 boxes of which 456 were cod and codling. Skipper William More of Burghhead, and his 75ft. boat *Defiance*, landed 392 boxes consisting mainly of cod on the same day. Other vessels found a reasonable run of whiting about 25 to 40 miles east of Shetland.

By Monday this week many boats — including those which had stayed at home last week — were heading for the area on what for the majority will be the last trip of the year.

One or two boats have made quite reasonable hauls of whiting, but the shoals are spotty and many boats are just going to sea to cover expenses and give crews a wage.

One or two boats have failed to cover their expenses. On Friday a Peterhead boat landed a poor catch of dogfish and her skipper said: "We



Kestrel — 563-box trip included 456 boxes of cod and codling.

might as well have stayed at home."

Fishermen report heavy concentrations of foreign vessels in the North Sea.

Skipper Harold Napier of the Fraserburgh seiner *Morning Star* said there were so many large French trawlers on the whiting grounds that the Scots had to wait for them

to move before they could shoot their gear.

He said that the trawlers had steamed through and carried away some of the Scottish boats gear, but a fishery cruiser was just lying in Fair Isle.

With catch rates down, Peterhead market has been poorly supplied. Daily

amounts have been around the 1,000 to 2,000 box mark, but some of the catches have come from small inshore trawlers.

By Saturday, demand was beginning to rise and cod and haddock earned up to about £27 per box and whiting £19.60. Prices were similar early this week.

Shetland protest — and plea

SHETLAND fishermen are protesting to the government over the North Sea haddock ban. They are also asking that the EEC should immediately plan an improved programme for next year as the North-East Atlantic Fisheries Commission (NEAFC) has failed to do so.

Fishermen agreed at a recent meeting to tell the government that: "We are entirely in agreement that rigid conservation must be practised, but the present laws seem only to be applicable to British vessels."

"When our fishermen look around Lerwick harbour and

"Information never seems to be available about tonnage caught and left to be caught by other nations. Are our efforts towards conservation vain?"

"Quota systems, in our estimation, have failed and we are sure that unless we can have a 50-mile exclusive limit, we will not be able to control and regulate the stocks of fish which have been our livelihood for generations."

Statistics

"The present drastic measures taken to regulate the haddock quota could have been averted. Your Government is in possession of the statistics giving the average of haddock landed every day and week from the North Sea; surely some action could have been taken earlier, such as the curtailing of landings of ungutted haddock. We, Shetland, stopped this a year ago."

"By your present action you have deprived fishermen and buyers alike of their normal business. We would recommend that in the forthcoming year, should the system of quotas exist, provision should be made for the smaller inshore boats under 25 tons."

"These boats have fished for decades for prime quality haddock and landed daily a certain tonnage could be set aside to ensure these men do not have to tie up their boats through no fault of their own."

LOAN TRUST

TWO SHETLAND Island Council members have been appointed to Shetland Fishermen's Trust. They are Mr. Alex Morrison and Mr. W. Cumming. The trust has been set up with oil industry compensation money paid for disruption caused by offshore operations. Money has also been given by Shetland Islands Council. It is used for purchasing the vessels of the fishing industry, mainly jobs for young boats.

SCOTS FISH BOATS IN RUSSIAN WATERS

PEOPLE living near Plymouth's Millbay Docks, who have complained about the smell during the port's booming mackerel season, have found unexpected allies among the commercial interests in the docks.

Shipping agents, stores' merchants and tug operators fear that trawlers may be

moving into the West Wharf — the only deep-water berth available — and by taking up valuable space may drive away the huge Russian trawlers which bring thousands of pounds into the city's economy.

George Phillips, manager of Bellamy and Co. (Plymouth) Ltd., shipping and forwarding agents, said: "While we hear a lot about the security aspect, the

Russians are extremely well behaved and spend a lot of money in the city."

He said that even after the 200-mile limit is introduced, it is hoped the Russians will come in for supplies, rather than go to Cork or Brest.

Captain Thomas Smith, who is in charge of the port's tugs, said the Russians need tugs to help them in and out of the docks, while the Scottish trawlers did not.

"It is not just shipping that will be hit," he said, "but also the shops and storekeepers."

Owners search for Xmas crews

AS DISTANT water and middle distance trawlers streamed back from the fishing grounds to Grimsby this week it became clear that only a dozen or so will be at sea through Christmas and the New Year. They will land after the fish market re-opens on January 3.

Companies with cod quotas are still selling scheduled on the White Seas and off the Norway Coast were doing their best to get trawlers away over last weekend and early this week.

But with nothing definite on 1977 allocations on these grounds and the long steaming time to them, owners had only about a week from December 10 to 16 for calling to make a full trip before quotas run out on December 31.

Adding to the burden of political problems over access to various grounds, most firms found some difficulty in finding crews prepared to spend both holidays at sea and it was still not absolutely definite just what vessels would be at sea.

Summing up the position a spokesman for Consolidated Fisheries Ltd. told *Fishing News*: "If the crews want to work over Christmas there will be trawlers available and work for them."

First away, last Friday, was the Boston Group's Belgium which headed for the White Seas and was followed on Saturday by Boston Boeing and BUT's *Ross Rodney*.

Boston was planning to sail *Prince Philip* on Monday and, hopefully, at least another vessel before the sailing.

SKIPPER'S WORST TRIP IN 23 YEARS

SKIPPER Brian Hodson returned from the Icelandic grounds after his "worst trip in 23 years at sea" this week. He skippers Hull's *Arctic Rebel*.

She had been out for 21 days and made £18,270 at the Thursday sales for 617 kits, including 535 kits of shelf fish.

Skipper Hodson told *Fishing News* that there were five Hull trawlers and a few from Grimsby on the Icelandic Coast grounds when *Arctic Rebel* arrived. He went on to say: "The

weather off Iceland was pretty bad and in our eight days there, before we were ordered out at the end of the Icelandic agreement, we had six days fishing in which time about 600 kits, most of our total catch, was made."

"Two Icelandic gunboats were shadowing us, making sure we hauled in our gear and left the grounds on time. Then we went to the Faroes and had four days in home waters, but fishing was very poor."

This week the same ship and skipper are leaving on a trip to the White Sea grounds.

French 'havoc' off Shetland

A FLEET of French stern trawlers has been causing havoc among Scottish boats off Shetland. The protection ship *Westra* was sent to the scene and a boarding party put aboard a French trawler, which it was alleged, had sailed right over the gear of one Scottish boat.

A statement from the Scottish Office said that there was another incident involving *Grateful* the boarding party "ex- about 30-miles from him plained local fishing but, when *Westra* arrived the French boat cleared out."

Douglas Henderson, Scottish National Party MP, said that he had been told that the French had ignored warning lights and signals and were coming in too close to the Scottish boats. In one incident it was claimed that French seamen had produced rifles.

Skipper Andrew Buchanan of *Golden Promise* said that a French fishing vessel *Mariyold*, had boat went right over his claimed harassment by a gear after they had been group of 20 stern trawlers from Boulogne.

Mr. Henderson has urged the Government to make the "strongest possible representations over the incident" and he called for close liaison between the Ministry of Defence and the Scottish Office on the matter.

Mr. Henderson made complaints to the department after Skipper Peter Duncan, of the Peterhead vessel *Mariyold*, had claimed harassment by a group of 20 stern trawlers from Boulogne.

DECCA 060 POINTS OF EXCELLENCE

Small boats are often in small ports. With Decca's unmatched world-wide service organisation, a Decca service engineer is the one most likely to be on hand.

Compact, light weight, strongly built, portable display — the best performance in the smallest space.

Compact radome scanner particularly suited to sail boat fittings and 'tight fit' installations.

Development and production based on the unique Decca quality and reliability engineering disciplines.

Very short compass-safe distances.

Based on the success of over 8000* 050 series radars.

Outstanding range performance on every range scale.

Every Decca radar benefits from the large investment in quality and reliability made possible by Decca's large scale production of the world's widest range of radar.

Handsome styling of both units.

Backed by the world's most comprehensive marine electronics after-sales service organisation.

DECCA — the best choice of small boat radar

Super 050 - 12n.m.; 060 - 24n.m.; 110 - 36n.m.; RM914A/916A - 48/60n.m.

Decca Radar Limited, Albert Embankment, London S.E.1

Iceland trips end in debt

THE TERMINATION of trips to the Icelandic grounds — hopefully for 1976 only — brought a sour note to Grimsby last week when three trawlers ended up in debt.

BUT's *Ross Renown* (Skipper Ray Pepper) and *Vianova* (Skipper Tony Hankin), together with Boston Group's *Prince Philip* (Skipper Ray Harries), returned from abbreviated voyages and landed only poor catches.

Worst hit was *Vianova* with just 484 kits to show from her 18-day trip which grossed £14,825. *Ross Renown* made £22,212 from 673 kits and *Prince Philip*, £22,510 from 706 kits.

As with completed Icelan-

dic trips earlier in the week from *Ross Khartoum*, *Huddersfield Town* and *Boston Phantom*, catches were rather mixed. Although they were largely cod and codling, included were big hauls of coley, mock halibut and, to a lesser extent, reds. All the skippers complained of bad weather and slack fishing during the run-up to December 1 and the best Icelandic trip was 1,045 kits from BUT's *Ross Khartoum* (Skipper Frank Gray). She landed last Friday after being diverted from the Norwegian factory trawlers *Tenor* and *Haustrand* went into cold stores to the account of various merchants.

Three quality White Seas (Skipper Albert Meech) and the Boston pair, *Boston Boeing* (Skipper Colin Newton) and *Boston Stirling* (Skipper Bill Bridge), ensured the distant water markets were well supplied with place and the trio headed the weekly grossings.

After 25 days *Boston Boeing* landed 1,885 kits, in-

cluding just on 500 of cod, haddock, coley, whiting and dogs went some way to meet the shortfall in landings, while in the adjacent commercial docks over 1,000 tonnes of frozen fillets (mostly cod and haddock) from the Norwegian factory trawlers *Tenor* and *Haustrand* went into cold stores to the account of various merchants.

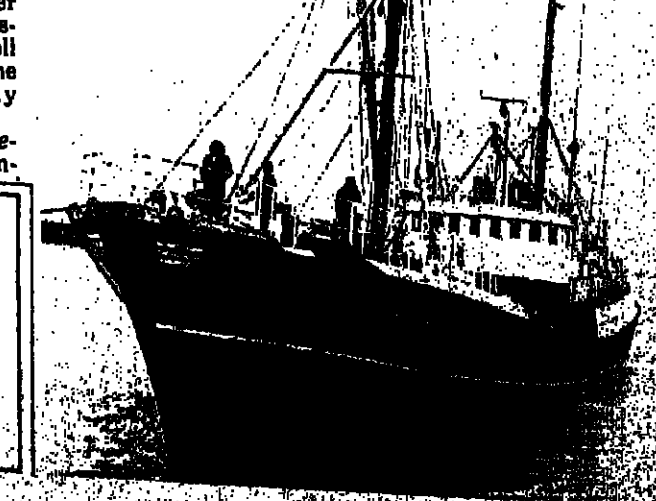
Three quality White Seas (Skipper Albert Meech) and the Boston pair, *Boston Boeing* (Skipper Colin Newton) and *Boston Stirling* (Skipper Bill Bridge), ensured the distant water markets were well supplied with place and the trio headed the weekly grossings.

After 25 days *Boston Boeing* landed 1,885 kits, in-

restricted to just seven vessels. *Ross Jaguar* (Skipper Dennis Speck) marginally came out on top with £20,267 from 840 kits. She just bettered sister-trawler *Ross Jackal* (Skipper Paddy McCarthy), which had earlier made £19,721 from 868 kits.

Chapman's *White Bank* (Skipper Boie Andersen) fully justified the risk of a late sailing trip with a grossing of £5,819 from 176 kits.

Middle water and North Sea trawler landings were *Boston Boeing* — career-best from the White Sea.



VERSATILITY WORKBOATS

M. J. HAYNES, Designer/Proprietor
M. J. HAYNES, Production Manager

VERSATILITY WORKBOATS OF RYE

RYE YACHT CENTRE
RYE, SUSSEX.
TN31 7HJ, ENGLAND.

DESIGNERS and BUILDERS OF HEAVY DISPLACEMENT WORKING CRAFT UP TO 18 TONNES.

In Glassfibre Reinforced Plastic — in Hull form or any stage of completion.

Contractors to H.M. Ministry of Defence.

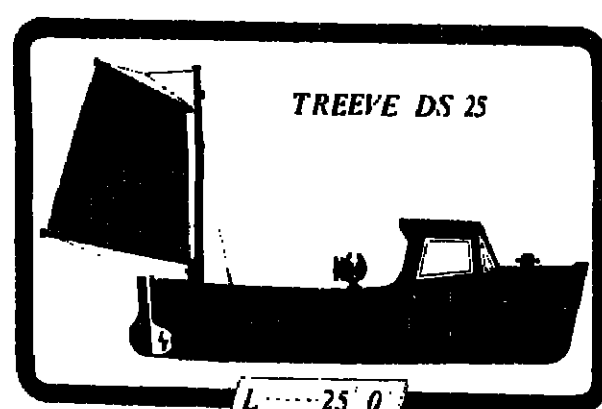
Designs Approved by: The White Fish Authority & The Department of Trade and Industry.

FISHERMEN REMEMBER!

The surrender of British fishing rights was part of the price paid for our membership of the E.E.C.

BUT
PARLIAMENT CAN
REGAIN THESE RIGHTS
AND OUR FREEDOM
GET OUT OF THE E.E.C.
FOR BRITAIN'S SAKE

British Housewives' League
The Old Priory, Priory Walk,
Sudbury, Suffolk



Complete Hulls £1350 at present

TREEVE MARINE LTD

HAYLE, CORNWALL

TEL 752214

BOAT BUILDING TIMBERS

- Butts of Oak, Larch, Iroko and Oak Crooks all sawn through and through to any thickness.
- Kiln dried and machined Yang Decking.
- Complete sets Oak frames bevel sawn to your patterns.
- Delivery to all parts Scotland, England and Ireland.
- Oak spruce poles for derricks etc.

W. S. BARCHARD & SON LTD.

WEST DOCK STREET, HULL

Tel: Hull 0482-25555 (8 lines)

Telex: 52528

GILROY AUXILIARIES



Comprehensive range of auxiliaries designed and built to suit individual requirements.

For further details write to:

Wilmer Engineering Services (Aberdeen) Ltd.
Craigshaw Road West Tullos Aberdeen.

£7,500 smashes Milford record

MILFORD Haven's port grossing record was smashed last week by more than £1,000 when *Pictou Sealion* landed a £7,500 catch after a 14-day trip.

In command of the vessel was Skipper Trevor Salter (40) who, after landing the record catch, gave a vote of confidence in the future of the port.

Trawlers are being laid up everywhere and with British trawlers pulling out of Iceland I can see a big demand for Milford fish, particularly cod. I can only see the price of fish shooting up. "Not so long ago I was only earning about £5 in every £100 and in those days we

were making about £500 trips. It was a question of living from hand to mouth. Now for the first time the men are earning the money", he said.

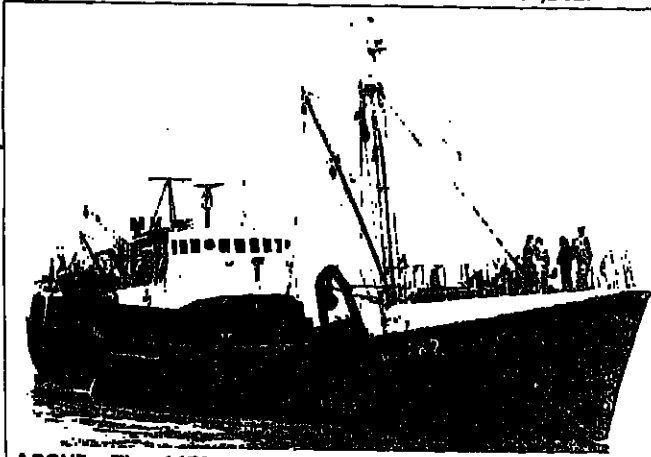
Pictou Sealion landed 160 kits for her record grossing. On the same day *Brenda Wilson* (Skipper Rees Evans) landed 97 kits which sold for £4,252. Between them the vessels landed a total of 70 of cod, 20 of whiting, 80 of roker, 10 of turbot and brill, 10 of plaice and 15 of soles.

On the following day *Norrad Star* (Skipper Jim Manson) landed after being forced back to port after five

days. She had 30 kits, including two of cod, five of whiting, 10 of roker and one of soles, which sold for £1,300.

An average of more than £40 a kit was made by *Pictou Sealion* (Skipper Robert Foster). The vessel landed 88 kits, including 25 of cod, 10 of whiting, 45 of roker, two of turbot and brill, two of plaice and one of soles, which made £3,667.

Landings for the week were completed by *Georgina Wilson* (Skipper Tom Smith). She was forced to return to port after seven days and her 28 kits sold for £1,162.



ABOVE: The 117ft. Grimsby trawler *Lepanto* (Skipper Bob Sinclair) has set a new North Sea grossing record for her owners, Lindsey Trawlers Ltd. After a 15-day trip, mainly to the Skagerrak grounds, *Lepanto* hoisted Lindsey's previous best of £12,393 from 363 kits of excellent quality round fish. Lindsey Trawlers is Grimsby's only firm with a fleet of North Sea vessels and *Lepanto* is one of the smallest operating from the port. With a speedy turn around inside 48 hours, this popular and long-established family concern managed to get *Lepanto* away on another trip so she can land just before the market closes for the holidays on December 23.

CLYDE HERRING CLOSE DOWN

HERRING fishing in the Firth of Clyde has been suspended from December 6 to 31. This follows acceptance by the Scottish herring industry of a 4,000-ton quota recommended by scientists for the year.

In effect, the closure will now stretch to March 31, 1977, as the grounds are normally closed for the first three months of the year to protect spawning stocks.

Two Orders relating to herring fishing in the North Sea and west coast grounds come into effect on January 1.

One Order continues, and combines, existing restrictions on herring landings from North Sea and west coast grounds unless such herrings are landed within 24-hours of being caught, or are suitably processed and, in the case of west coast herrings, are not under-sized.

There is one additional restriction in this new Order: the landing of under-sized herring (ie herring counting more than 12 to the kilo) from North Sea grounds will also be prohibited.

The second Order continues the existing restrictions on the landings of any herring by-catches in excess of 10 per cent in the case of sprat landings, and five per cent for Norway pout and similar landings.

Fleetwood men 'close the door' on dues rise

FLEETWOOD Inshore Fishermen's Association last week voted against paying the increased charges by British

EEC grant decisions

DECISIONS on FEOGA grant applications for 1978 are expected to be announced on December 22.

This has been ascertained by the firm of Waid Morgan and Associates, of Dundee, which has been handling applications for fishermen.

In line with EEC plans to cut down the size of the Community's fleet, it is anticipated that the rate of grant may be reduced from the present 25 per cent level.

Transport Docks Board which came into force in September.

Originally the board demanded a 25 per cent increase in berthing and wharfage charges, with a further 15 per cent rise next month.

However, talks between the two organisations resulted in the board putting forward a scheme where the dues remain the same, but the fishermen pay a new charge on the value of fish landed instead of weight. The inshoremen offered .75 pence in the pound, but the board wanted 1.1p. They later made an offer of 1.15p.

At last Saturday's meeting it was decided to reject the offer and to

"close the door" further talks.

Fleetwood docks manager, Tony Winfield, said that he had written undertakings for the payment of an increase which should have been due on March 1.

Share men's meeting

THE Humberside Share Fishermen's Association held its annual general meeting on Monday, Dec 20 at 10 am in Darleys Hotel, Cleethorpes. All members will be welcome. The agenda includes the re-election of officers and a discussion on the members' equalisation scheme for crews.

White Sea grounds pay off

FLEETWOOD trawlers forced to work the White Sea grounds because of Icelandic restrictions have brought back some good catches.

Top ship last week was the stern trawler *Fyldeas* (Skipper John Burns) which after a 24-day trip landed 1,445 kits, including 900 of cod and 500 of haddock, selling for £45,290.

There was also a good grossing for the side trawler *Ella Hewitt* (Skipper Jim Buckley) which made £31,510

from 962 kits including 750 of cod and 350 of haddock.

One of the top performers was put in by the small stern trawler *Boston* which had not previously worked the grounds was rewarded with a £35,378 grossing from 1,143 kits, including more than 1,000 of plaice.

The catch should have been landed at Fleetwood but bad weather on the way forced her into Grimsby. It

was the biggest ever grossing by the vessel and came near to the £36,000 record set by *Norina* last month.

But *Norina*, which had stayed on grounds adjacent to Iceland before the Oslo agreement ran out, was also in the money with a part-Faroe catch of 658 kits, including 250 of cod and more than 200 of plaice, which sold for £20,348.

This was just bettered by the side trawler *Robert Hewitt* (Skipper Dennis

McLoughlin) which worked Iceland and middle waters before returning, with 650 kits, including 465 of cod, 100 of haddock, more than 100 of plaice and 120 of dog, making £20,504.

Wyre Conqueror landed on the same day, having completed a trip to the grounds, and was not far behind, making £19,464 from 440 kits. She landed 350 of cod, 60 of haddock, 80 of plaice and 70 of dog.

THE GRIMSBY TRAWLER

Real Madrid recently converted for pelagic fishing has been forced back to her home port for repairs after running aground near Plymouth.

Don Lister, a director of owners Consolidated Fisheries Ltd., told *Fishing News* the vessel was making for her home port when the mishap occurred. She was fully laden with 240 tons but, as the weather deteriorated, Skipper Wilson decided against it and sought safety on a safe anchorage outside.

It was while manoeuvring being carried out to safety that she ran aground.

After about two hours freed herself and was towed dry-docked at Falmouth where an inspection revealed more extensive damage than had been expected. At the time the vessel was in danger.

In addition to the repairs, *Real Madrid* will be equipped with a new sonar with a special facility for picking up mackerel shoals which some sonars find difficult in locating.

Sister-trawler, *Caroline*, currently undergoing the same conversion at Grimsby will also have an Elac sonar and Mr. Lister said both trawlers will leave Grimsby probably together, in January for the south-west.



Welding and discharging sprats at Grimsby last week are the Danish industrial trawlers *Marstrand* (HG 247), *Vikingbank* (HG 307) and *Buccaneer* (HG 120).

Danes first with sprat hauls

THE FIRST big sprat landings of the winter at Grimsby were made last week by Danish industrial trawlers.

Regular visitors *Lia Frank* (HG 268) got things moving early with a 40-ton catch, reported to have been made in the Channel, and then there was a lull until midweek when the all-steel *Hirtshals* pair team, *Marstrand* (HG 247) and *Buccaneer* (HG 120), arrived with about 250 tons between them. Their catch had been taken over a 10-day North Sea trip.

The very next day, on the Thursday, another steel *Hirtshals* team — *Vikingbank* (HG 307) and *Ringnes-Nord* (HG 320) — turned up with 140 tons. All five Danish vessels were agents by Tom Sleight (F.S.) Ltd.

The first of the small fleet of local vessels working in the fishery did not arrive until

last Friday. Then *Glenda*, *Margaret* and *Arcona Champion* made the morning tide with well over 100 tons of discharge. There had been a glut of landings at North Shields and the sprat shoals were moving inshore further south.

Hard on their heels were *Homeward* and *Samantha* (with over 100 tons on her

own), having previously landed a 100-ton catch at North Shields.

All told the season so far looks like being the best for several years.

As at last weekend, *Ellen* lead the Grimsby effort with 219 tons from six landings at North Shields, followed by *Glenda* on 190 tons from three trips, *Tina* on 130 tons from three trips and about half-a-dozen others with less than 100 tons from a solitary landing. This included *Sleight's Lochearn* with 55 tons from her first trip this season.

POACHERS MAKE A KILLING

POACHERS took an estimated £700,000 worth allowed to continue, the of salmon off the north Tweed will die as a salmon

Northumberland and south Scottish coasts during the 1978 season.

This has led Captain John Proudlock, superintendent of the River Tweed Commission, to issue the warning that, if the present illegal

drift netting in the sea is allowed to continue, the of salmon off the north Tweed will die as a salmon

This season Tweed net fishermen have had their poorest catches ever.

In a special report to the commissioners, Captain Proudlock points out that this year salmon stayed eight to

ten miles offshore — outside the jurisdiction of the Tweed patrol boat — and although Scottish Fishery Protection vessels attempted to police the area their coverage was irregular and ineffective.

Risks

Commented Captain Proudlock: "Drift netting for salmon is now big business and provides a rich living for those prepared to take the risks.

"This problem is likely to increase next year and discussions on how to overcome this are continuing".

He has suggested a change in the law which would result in all types of net capable of taking only salmon being outlawed. The present structure is antiquated and geared only to poaching operations in the river and not at sea, it is claimed.

Trials time

THE multi-purpose *Lysa* (GY 341), built to the order of Grimsby owners and agents A. E. Richardson & Co. Ltd., will run trials early in January.

She is expected at the Humber port later in that month.

Lysa, built at the Marstal Transkibvaerft yard, Marstal, Denmark, will be commanded by Skipper Dennis Sorenson, who is well experienced in different methods of fishing including anchor seining, industrial fishing and pair trawling.

The 61 ft. wooden vessel, launched at the end of October, has a Gardner 8L3B main engine.

Billingsgate

Where have all the mussels gone?

EARLIER this season the attention of readers was drawn to changes in the marketing of mussels and a resultant scramble for supplies. Also — for a few weeks — a near glut.

Last week the opposite was the case, with hardly a mussel to be had for love nor money. Both Irish supplies seem to have dried up and adverse weather has kept more local supplies down. Perhaps there was something to be said after all for the previous less competitive, but more orderly, system.

One of the causes of inflexibility of mussel supply is the amount of checking on bacteriological conditions of new sources, that the Fishmongers Company insists on. This often takes a considerable amount of time and means that a sudden switch to a new supplier is ruled out.

The company's standards are high and seem to be based on the idea that the muscles, like oysters, are going to be eaten raw. It would be interesting to know whether this is the case. Perhaps what we need are two sets of mussels. Those for eating raw and those, to which a lower standard might apply, intended for processing.

DON'T STOP

FISHING BECAUSE OF FRAYED ROPE OR BAD SPLICES

OUR UNIQUE ROPE REELS

take such things in their stride. A slot in the main flange allows damaged rope to be guided on to an auxiliary drum, without the need to stop the reels or winch. These reels are available in three sizes.

A SATISFIED CUSTOMER!

Three years ago we fitted reels to the "DAISY", Peterhead. We have just re-equipped the boat, this time with our larger capacity type: the skipper was so impressed with the performance of the original set that he insisted on the same general specification.

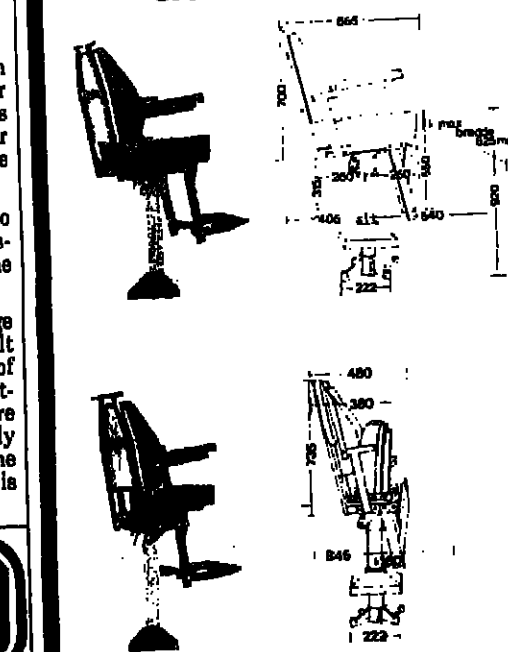
FISHING HYDRAULICS (Scotland) Ltd.

STATION BRAE, ELLON, ABERDEEN, SCOTLAND
Tel: 0358 20717. Telex: 73355

Agents for FISH & SHIPS GEAR A/S & HAPPA FAURIKKEN A/S

THE SKIPPER CHAIR

"the one with the red back"



TYPE SL 50 H, with grab-handle on top of the back-support. The one to choose if available space permits. Designed and built specially to meet the requirements onboard naval, fishing vessels and coasters, etc.

Type SK 30 H, with grab-handle on top of the back-support. Designed and built specially for vessels with limited space in the wheel-house. The chair is collapsible.

Technical data: Release pawl, pivotable through 360° is located underneath the seat, with 4 lockable positions. For manoeuvring in harbours the chair can be removed by loosening two nuts in the base plate. Efficient servicing. All parts can be dismantled for repair or renewal. Various models, ask for brochure. Protection of design.

Dealer in Grimsby:
BRIDGES & SALMON LIMITED,
Wickham Road
Fish Docks
Grimsby
South Humberside
Telephone 51497/8

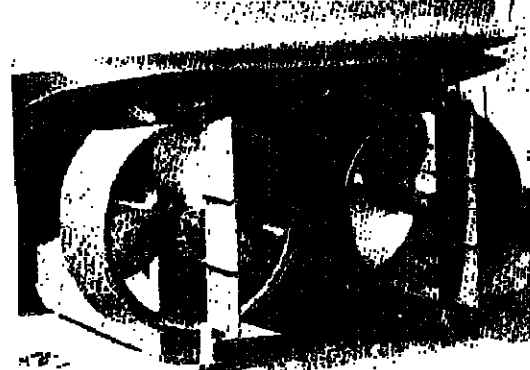
skipper chairs
e-vejvad hansen

Holbørgs Alle 26 - DK 8700 Esbjerg - Denmark
Phone: (06) 12 49 15. Telegram add: "Skippereh" Esbjerg

Over a thousand fishermen can't be wrong to choose the

ANSAX

PROPULSION NOZZLE



THE ANGLO SAXON MARINE CONSTRUCTION CO. LTD.
4 Creechurch Lane
London EC3A 5AY
England
Telephone 01 263 0188
Telex 8811714 Woodship
After Hours 01-594 5708

CONSULT THE EXPERTS

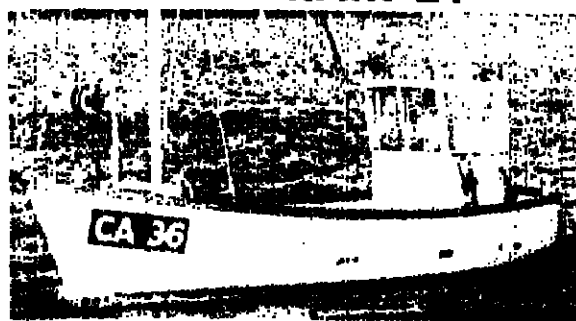
ALEXANDER NOBLE & SONS LTD.
BOATBUILDERS - GIRVAN
Quotations and designs for new vessels — repairs on our own slipways up to 150 tons — all types of machinery installed.
Ring
TEL: GIRVAN 2223

PLASTIC SLEEVING & HOOKS FOR MACKEREL

HYDRAULIC RESERVOIRS

SPENCER-CARTER
KERNICK ROAD, PENRYN, CORNWALL
Telephone: Penryn (0328) 73423. Telex: 45489

SALTRAM 24



Completed craft to any specification from £5,000 by
K. R. Shetland & Sons Ltd. Saltram Developments,
Laira Bridge Boatyard, Laira Bridge Boatyard,
Plymouth Plymouth
Telephone PLYMOUTH 42383

Standard Campbeltown boat SEINER 'FEAR NOT' IS LATEST '80'

THE LATEST seine netter from the Campbeltown Shipyard to join the Peterhead fleet is the cruiser-sterned *Fear Not* skippered by John McKenzie of Elgin.

With an overall length of 79ft. 11in. and beam of 22ft., she is another Campbeltown '80'-class steel vessel and one of a long line of 75, 80 and 85ft. vessels from the yard.

Most of *Fear Not's* crew come from the Lossiemouth area and Skipper McKenzie expects to land most of her catches at Peterhead.

Caledonian Engines Ltd. supplied her Caterpillar D379 propulsion engine which develops 565 hp at 1,225 rpm and drives the fixed pitch propeller through a 3.96:1 reduction and reverse gearbox.

Equipment driven from the engine includes generators of 24 and 110V, a hydraulic pump to drive the deck machinery for fishing gear retrieval and an electrically-driven Desmi bilge and general service pump.

Henry Fleetwood and Sons of Lossiemouth assembled the auxiliary set which is based on a Gardner 6LX engine giving 127 hp at 1,500 rpm.

Driven from this engine are 24 and 110V generators, a Desmi pump, the Dowty variable delivery hydraulic pump for the winch, plus the hydraulic pump for the rope reels and power block.

Fuel tanks have capacity for about 3,000 gallons and Kelvin Hughes fuel contents gauges are fitted. The fresh water tank holds about 400 gallons.

On deck *Fear Not* has a Sutherland combination seine and trawl winch, with the trawl drums lying athwartships forward of the seine barrels, located well forward.

The two-drum system of rope reels has been supplied by the Lossie Hydraulic Co. and each has capacity for about 18 coils. A Beclec rope coiler is carried for standby use, while a Rapp 24 in. power block is fitted aft of the deckhouse.

An aluminium gutting shelter is arranged on deck, and Chalmers rubber-cased floodlights are housed on the superstructure. The insulated fishroom has a capacity of about 4,800 cu. ft. and has aluminium stanchions and wooden boards.

Fish finding aids in the wheelhouse comprise a Simrad BQ echo sounder with CI EchoScope and MA Echo Magnifier.

Communications equipment includes 'Sailor' T122 R105 main radio telephone and RT 144 VHF radio telephone, plus a Simrad RW watch keeping receiver. Deca equipment includes two Mk. 21 Navigators, RM914A radar, and 350T Track Plotter.

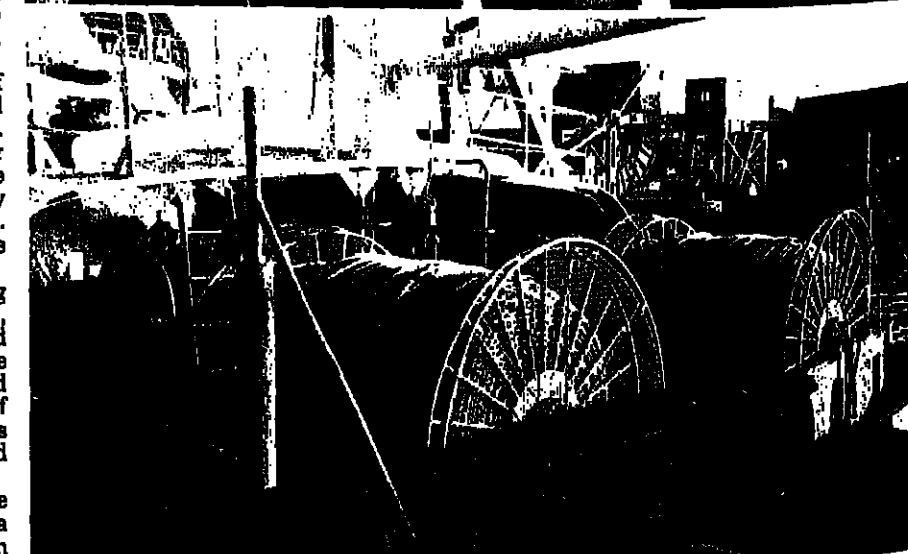
Also fitted are a Robertson autopilot, Tenford steering gear, Ben Amphitrite log, a Bostrom Viking helmman's chair and Morse engine and winch controls.

There is a separate messroom aft of the galley and Morop rubber matting is fitted in deckhouse and wheelhouse.

The next vessel from Campbeltown will be an 85-footer for Irish owners.



Fear Not (above) seen in Peterhead where she will land most of her catches. She is skippered by John McKenzie of Elgin (below right), pictured with his crew who are mainly from the Lossiemouth area. Bottom: her Lossie hydraulic rope reels.



Buckie yard's order

BUCKIE boatbuilder George Thomson and Son has received an order for a 79ft. cruiser-sterned wooden seiner-trawler for Skipper Dennis Reid of Buckie.

Designed by G. L. Watson and Co., she will have a beam of 23ft. and will be powered by a Caterpillar D379 engine giving 565 hp at 1,225 rpm. This unit will drive through a 3.96:1 reduction box.

The auxiliary engine will be a Volvo Penta of 110hp and gear handling machinery is to include Sutherland seine and trawl winch, Lossie Hydraulic Co. power block

and Fishing Hydraulics seine rope storage reels.

Other equipment will include a Rapp landing winch, Fridgidaire fishroom cooling plant and she will have an aluminium deckhouse. The new boat will operate through the Prolific Fishing and Trading Co.

She will be the third vessel to be built by the Thomson yard in the last ten years or so. The second was Skipper Reid's present command, the 78ft. *Conquest*, built in 1973.

GEAR AND MAINTENANCE PRODUCTS AT COMPETITIVE PRICES

Delmar lobsters, 6 grown crabs, Dunlop liferafts & inflatables, Sea hydraulic steering gear, Polys wire cutters — anemometers, Anodes blocks — winches, Catalytic fuel filter gas heaters, Poly rope — all types & sizes, PVC & nylon hose — all diameters, Little Bibo pumps & anti-siphon valves, 12v & 24v batteries, Seaflite couplings, rope/rope, rope, fisher varnish — Alcolac, Aquatic, Marmors — Quinacryl, Biquel — paint brushes etc.
WRITE OR PHONE FOR PRICE LIST AND DETAILS OF THE EQUIPMENT YOU WANT.

MARINAC FISHING SUPPLIES
2, Regent Quay, Glasgow G3 7JL
Tel: 01-427 5011, 5012

Irish show sell out

THE FISHERIES sector of the Irish International Boat Show and Fisheries Exhibition has sold out.

However, the organising committee has managed to get a further 8,000 sq. ft. to be reserved for the fisheries sector as a first come, first served basis.

The reason for the interest in the fishing side of the exhibition is thought to be the recent agreement in The Hague by the Council of Ministers to double the Irish catch from 75,000 tons to 150,000 tons by 1979.

This will increase the Irish fishing fleet by a further 300 vessels, and it is expected that the work force will expand by as many as 2,500.

This planned growth will obviously lead to a further build-up in the fish processing sector, harbour construction and all the ancillary activities of the industry.

Exhibitors already firmly booked for the 1977 exhibition cover the full range of suppliers to the industry. They include a large number of boat builders, engine manufacturers, equipment and gear suppliers and electrical navigation aid suppliers.

Change of luck...

THE 66-TON Grimsby inshore trawler *Pacem* in-shore has been renamed *Victory* by part-owner Skipper Tom Spall.

Before retiring from deep-sea trawling several years ago, Skipper Spall commanded the BUT freezer *Victory*, which later caught fire and foundered off Murman.

He has a long and highly successful association behind him with vessels whose names began with a 'V', but regarded *Victory* as his favourite command.

Skipper Spall will obviously be hoping the old fishermen's adage, "change the name and change the luck", will work for him. He has been continually dogged with misfortune this year.



Victory — formerly *Pacem* in-Tarrie.

Hammond Innes toppled at last

NEWINGTON'S C. S. Forester has taken the lead in the Hull Distant Water Challenge Shield Competition pushing *Hammond Innes* down to second position after holding top place for 33 months.

Meanwhile, Boyd Line's *Arctic Cavalier* has dropped to third place from second and Newington's *Somerset Maugham* remains fourth in the wet fish contest.

This is revealed in the latest official placing list which covers the situation to the end of October, with allowances for trips started in October and ending in November.

The order of the top 20 is given below along with their performances. Positions held in the previous table appear in brackets.

	Kits landed	Total points
1 (5) C. S. Forester (Newington).....	23,292	38,786
2 (1) <i>Hammond Innes</i> (Newington).....	22,942	35,232
3 (2) <i>Arctic Cavalier</i> (Boyd).....	23,576	35,115
4 (4) <i>Somerset Maugham</i> (Newington).....	23,379	34,301
5 (3) <i>Ross Trafalgar</i> (BUT).....	19,449	33,624
6 (7) <i>Ross Canaveral</i> (BUT).....	20,861	33,496
7 (6) <i>Ross Altair</i> (BUT).....	18,420	32,628
8 (8) <i>Ross Sirius</i> (BUT).....	18,700	32,326
9 (10) <i>St. Dominic</i> (Hamling).....	20,304	30,549
10 (11) <i>Ross Upton</i> (BUT).....	19,042	30,467
11 (9) <i>Loch Erbol</i> (BUT).....	17,867	30,366
12 (13) <i>Kingston Pearl</i> (BUT).....	17,361	30,000
13 (14) <i>Benella</i> (Marr).....	17,849	29,980
14 (12) <i>Ross Leonis</i> (BUT).....	18,111	29,638
15 (16) <i>Kingston Amber</i> (BUT).....	18,408	28,248
16 (19) <i>Lord St. Vincent</i> (BUT).....	17,713	27,642
17 (15) <i>Lord Resolution</i> (BUT).....	15,480	27,408
18 (18) <i>Arctic Vandal</i> (Boyd).....	16,118	27,231
19 (20) <i>St. Gerontius</i> (Hamling).....	16,733	26,434
20 (21) <i>Kingston Beryl</i> (BUT).....	14,904	25,591

MP TO PUT POLLUTION QUESTION

JOHN CORDLE, MP for Bournemouth East, is taking up the problem of growing oil pollution for Christchurch and Bournemouth fishermen.

Mr. Cordle says the fishermen often report oil slicks and net unsaleable fish full of oil. He says the sea pollution law should carry heavier penalties.

He is to table a question in the House to the Minister of Agriculture and Fisheries.

FOLLOW LIKE SHEEP AND BE EATEN

SIR: We always find your excellent paper informative. The December 3 edition was made more enjoyable by the contribution of Mr. P. Holden in your letter page which coincided perfectly with a small article in the top right hand corner of page 13.

It was a simple account of how Norway intends to protect her own fishing limits. No ifs, buts, or indecision of any kind. Little Norway maintained sovereign independence in which their fishermen's interests played a leading part when they opted for freedom from foreign dictatorship and the Treaty of Rome to which we do not become full members until January 1, 1978. This fact is rarely mentioned. I wonder why?

It is also a fact that we can regain our freedom quite easily providing we, the British people, have the will and real desire to demand it in unison: from our respective MPs.

It is amusing to see and hear one or two Westcountry MPs who have ignored the vital limits issue since 1872 and even earlier, while at the same time fobbing off those who did

protest at the dangers. They are now jumping on the bandwagon of the inshoremen's clamour, for what must surely be an exercise in self publicity, as those same busy little bees gave Messrs. Heath, Prior, Rippon and Co. their fullest support. If they did not know what they were contributing to at that time (though ours assured us he did), it can only be that they are unfitted for the office they hold.

Imagine the delightful 'take-over' if we are foolish enough to plod on to the supreme self sacrificial role ahead in 1978 like lambs to the slaughter.

Forgive my concluding words which are in fact an old Italian proverb: "Follow like sheep and the wolves shall surely eat you."

Dorothy Austin, 6 Osney Avenue, Paignton, Torbay.

Nuclear danger

SIR: You will already be aware of the ever-increasing threat to the livelihood of this nation's fishermen. No, not fishing limits, but the non-retrievable dumping of nuclear waste —

both 'high-level' (intensely radioactive) and 'low level' (less the relatively shallow seas around the United Kingdom). Windscale alone, at present, pours 500,000 litres of waste (in possibly low-level waste solution) through two pipelines (situated) through two pipelines in three kilometres offshore. In every 24-hour period. This is monitored by the Ministry of Agriculture and Fisheries, which engenders public confidence. I don't think!

Now the seas that wash the shores of the Solway Firth are the same seas that wash the shores of the Shetland Islands. With this in mind it is my intention to bring this matter to the notice of all fishermen.

D. B. Longdon, 21 Scotland Street, Isle of Lewis.

FISHERMEN'S MISSION

SERVING and CARING
For Shipwrecked, Sick, Distressed, Disabled, Retired and Sea Going Fishermen their Wives, Widows and Children

THIS IS OUR BUSINESS
Will you share in this ministry by sending a generous donation to Royal National Mission to Deep Sea Fishermen
43 Nottingham Place,
London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron HM The Queen

95 years constant service to fishermen and their families

WILLS-RIDLEY
HYDRAULIC STEERING GEAR

Hand or power hydraulic for craft from 25ft. — 150ft. in length.
Power assisted conversions of hand hydraulic steering gears a speciality.

Winterstoke Road, Weston-super-Mare, Somerset. Tel: 0934-26114
Telegrams: Steering, Weston-super-Mare.

WHITE FISH TRAWLS

High opening Pair White Fish Trawls for "clean" bottom with chain ground rope or for "hard" bottom with bobbin ground-rope. Made of heavy polyethylene or nylon netting.

Single Boat White Fish Trawls for "clean" or "hard" bottom with rubber discs and/or bobbin groundrope. As used by many boats from the Faroe Islands.

We have recently had the pleasure of delivering these nets to: M/V "Faithfull II" and M/V "Uglevaile" of Peterhead (high opening pair White Fish Trawl).

M/V "Gem" of Buckie (single boat White Fish Trawl).

Short Delivery Time!

We also manufacture the Famous IC Rectangular Midwatertrawls (or Square), Shrimptrawls, Pout Nets and Blaesprutte Trawls.

Write now for Brochure and Prices.
IVER CHRISTENSENS
TRAWL NET FACTORY LTD.
DK-9990 SKAGEN-DENMARK.
Tel. 08-44 14 77. Cable Skagensnet.

We started in 1879...
Scotland: Contact your local Fishaleman.
England: Gollop Trawls.
Mjll. Green,
Lyme Regis, Dorset.
Tel. L.R. 3620



IN THE race for a 200-mile fishing limit the important point of how we are going to protect it seems to have been underestimated. In this article, DAG PIKE examines the problems of policing such a vast stretch of water

THE EASY PART of extending limits to 200 miles is passing the law. The hard part is going to be enforcing the limits so that the sea area enclosed — some 320,000 square miles — is effectively policed.

The British situation is complicated by membership of the EEC. While it looks as though effectively it will be the community which decides who is going to fish within the British limits, it will be up to Britain to enforce these decisions.

It has been suggested that the EEC should mount its own fishery protection fleet but, in fact, it has no power to do so. The Eastern Bloc countries do not recognise the EEC and, anyway, it is only a group of countries bound together by treaty.

Each country still retains its sovereign rights and, therefore, only the country concerned can control the waters around its coasts.

However, there is no reason why the EEC should not make a contribution towards the upkeep of the fishery protection fleet. Britain will have the largest sea area of all EEC countries to patrol, certainly as far as fishing is concerned, so she will have the largest protection problem. If EEC vessels are to fish in British waters, it is only fair that they make some contribution towards the protection of those waters.

Even with the present 12-mile limits the cost of protection is high. It is estimated that it now costs 10 per cent of the value of the total UK catch to run the protection fleet of ships and aircraft. This immediately raises the question: are we getting the best value for money in the type of vessels being used, and who should pay for this operation?

The 12-mile fishing limits are now enforced by the Ministry of Defence in consultation with MAFF. The naval fishery protection squadron comprises 11 vessels, mainly minesweepers, but includes the high-speed vessel *Tenacity*.

In the pipeline are the five *Island-class* vessels including *Jura* and *Jersey* which are now operational. Helicopters and aircraft from the Royal Navy are used as available or when called upon. From January next year four Nimrod long range surveillance aircraft will be deployed.

It sounds an impressive array and certainly explains the high cost of the operation, but when their capabilities are examined there is an awareness that, perhaps, they are not the best craft for the job.

The coastal minesweepers are now an aging design, some of the boats nearing 20 years old. They are propelled by twin diesels and maximum speed is around 16-17 knots. The wooden hulls have a shallow draft of only 9 ft. and



Above: The Belgian beamer *Terra Nova* being boarded in the Bristol Channel for checks. During her three-day patrol, HMS *Cuxton's* men inspected four Soviet ships, three Poles, two Belgians, two Spaniards and a Frenchman. That's quite a list.

Right: HMS *Cuxton* keeps tabs on a Russian fish transport ship which has a Super-Atlantik and BMRT-type stern trawlers alongside. The ships were spotted in Lyme Bay during a NEAFC patrol in the English and Bristol Channels.

most Navy men would agree that they are not the most seaworthy of ships: certainly they are not comfortable for extended patrols.

The new *Island-class* cannot be criticised for their seaworthiness and they are fitted for extended cruising. Like the coastal minesweeper they have a token armament to add force to their demands if necessary, but with a speed of only 16-knots, they would be hard put to keep up with some modern trawlers.

Before being too critical of the present fleet, it must be remembered that these vessels are first of all naval vessels and fishery protection is only a secondary duty. The cry now is for purpose-built fishery protection vessels to be built, both to give work to troubled shipyards and get vessels which will be ideally suited to the job. The trouble is that there is little agreement about what craft are best for the job.

In practice, boarding is invariably done by small boat

House of Lords of the Greenwich Forum, a discussion group concerned with maritime matters, proposals were put forward for two types of vessel. One was a heavily constructed vessel with a speed capability of 25-knots and able to carry a helicopter. This vessel would work from the shore on one or two-day forays.

The other type would be a larger self-supporting vessel capable of extended cruising carrying possibly a hovercraft, hydrofoil or helicopter for a 'dash' capability.

Given unlimited funds these might be the type of craft envisaged, but they do show a lack of appreciation of what the job actually involves and of facilities already available but not used. The 25-knot vessel is required to be sturdy built to enable it to stand up to going alongside fishing boats at sea. Shades of the cod war.

In practice, boarding is invariably done by small boat

which is both safer and easier. What might be required is the ability to launch boats easily and purpose-built French protection boats use a ramp in the stern which has proved very successful.

Boarding by helicopter is not very practical or safe because of the very real danger from the fishing boat's movement and her rigging.

Speed is a requirement both to increase the area which the vessel can cover and for chasing. It can also enable a protection vessel to get to disputes between fishing vessels quickly, but a basic boat of this type can be much cheaper than the 25m of the proposed craft.

Patrol boats built on standard GRP hulls are now available and, with a starting price of £1m, these are more practical.

Numbers count when it comes to fishery patrols because the best deterrent is the fear of getting caught. Obviously, this will largely de-

pend on the number of patrol vessels around.

There will never be enough patrol vessels and use must be made of the many other craft available, either to supplement the patrol or at least for reporting purposes.

In the North Sea and Celtic Sea there are rig stand-by vessels at each oil rig and their duties could be extended to a limited patrol.

There are several research vessels whose duties take them to the fishing grounds at frequent intervals and the many vessels engaged in servicing offshore oil all add to the reporting and patrol complement. In fact, every vessel under the British flag could be given the duty of reporting foreign fishing boats.

The role of the patrol vessels is greatly simplified if the position of all fishing boats is known. It is then a matter of looking for the offenders: the boats not licensed to be within the limits.

Speed needed to police 200-mile limits



HOW YOU CAN HELP

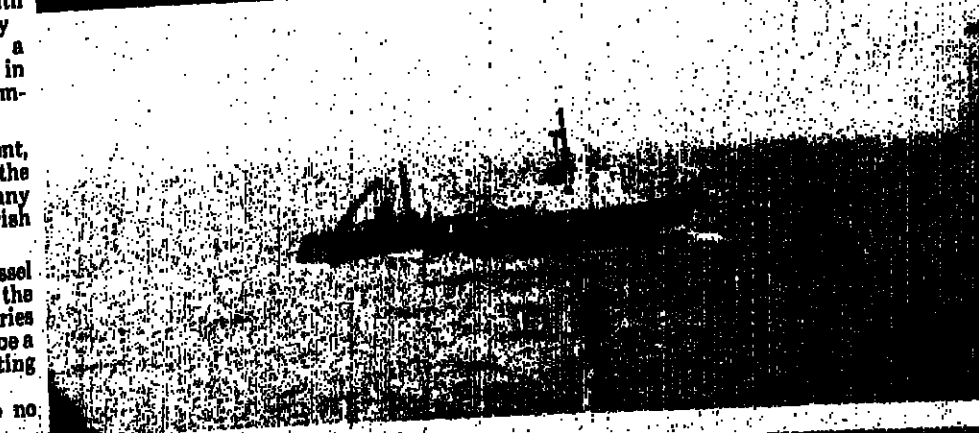
HOW CAN the fishermen help? It is no good just sitting back and waiting for the protection fleet to do its job, complaining that they weren't in sight when help was needed.

The protection fleet badly needs information and British fishermen are often well placed to provide this.

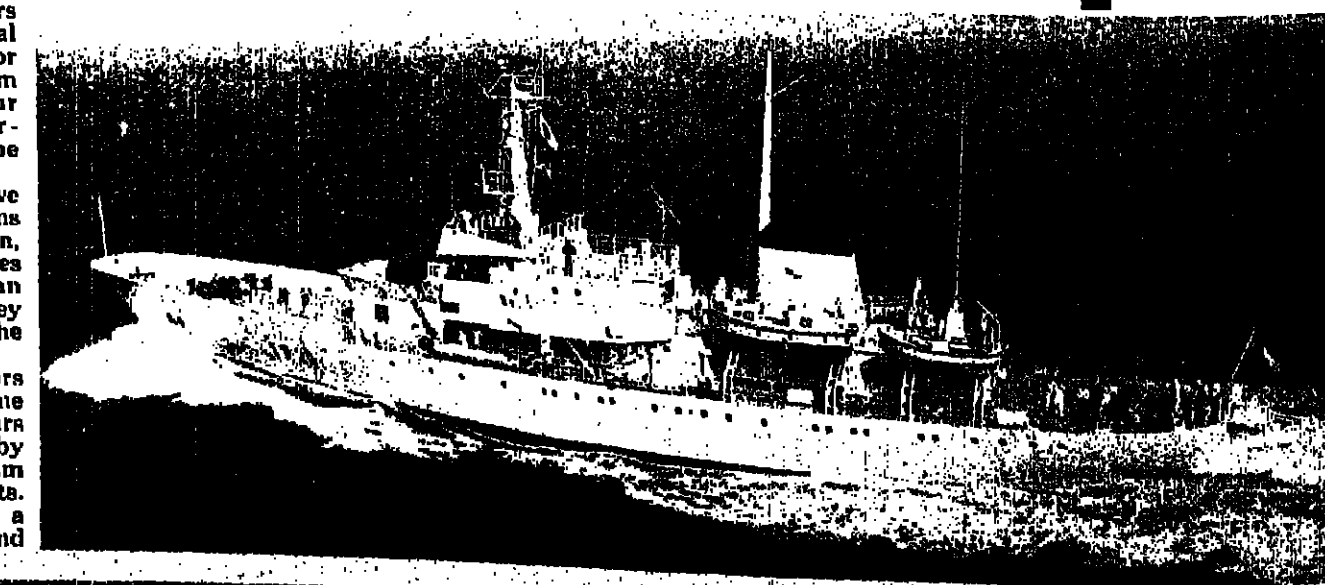
Report any foreign fishing vessels, whether they are inside or outside the limits. This can be done by radio, either direct to the protection vessel in the area or, if you can't raise them, then through the local coastguard station. These are all fitted with VHF used by many smaller boats.

If you have no radio, then report sightings to the fishery officer when you get ashore. Make your reports as accurate and comprehensive as possible. Help is available from the Navy for medical and towing facilities, although only for emergencies.

Above: every fishing boat sighted has been carefully identified to build up a pattern. Here, the captain and look-out on HMS *Soberton* got a close-up of an approaching vessel. Below: a boarding party is sent to question the skipper and crew of a French stern trawler and examine her gear. After the checks, the French skipper shoots his gear again. (bottom).



Ireland desperate for extra patrols



Below: *Deirdre* — Ireland's lone protector — is to be joined by a sister-ship being built in Cork. A recent report calls for seven more patrolers to be constructed.

THE IRISH Naval Service has been described as "inadequately equipped" and a claim for a 60-mile limit has been made for the purchase of seven general purpose vessels.

The description came from the Maritime Institute, a voluntary group which carries out a survey of the navy.

Its president, Col. Lavelle, said that the Irish government had failed to plan adequately for the protection of its waters — such as a survey of fisheries, coastal defences and other agencies.

The institute has recommended the purchase of seven general purpose, all-weather, vessels of 1,000 tonnes, of the French *Avise* type, at a cost of 25 million each. These ships have a speed of 24 knots, sea-duty periods of 14-days at cruising speed, radar and sonar, a 375 mm. ASW rocket launcher and four fixed torpedo tubes, 100 mm. single barrel anti-aircraft gun and two 20 mm. guns. They carry 6 officers and 84 petty officers and seamen. The 25m figure would not include armaments.

According to the Honorary Secretary of the Institute's Naval Affairs Committee, Jim Hughes, the usefulness of torpedo boats suggested for the Navy, or the existing

mine sweepers, was limited. Beyond agreeing that the report had been submitted and pointing out that it referred to a Naval service with a wider role than merely fisheries protection, a Government spokesman in Dublin had no further comment.

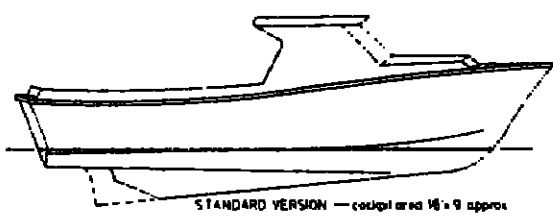
Our Irish correspondent, Tom MacSweeney, says the report is unlikely to make any major differences to Irish Government policy.

A second all-weather vessel is being built in Cork for the Naval service as a fisheries protection vessel and will be sister-ship to the existing *Deirdre*. Beyond that there are no definite plans.

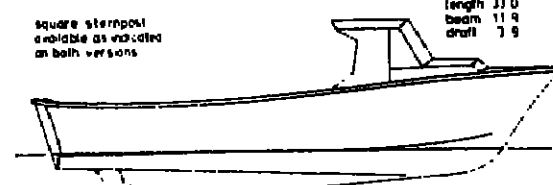
LOCHIN MARINE

ROCK CHANNEL
RYE SUSSEX
Telephone Rye 3724

Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.



STANDARD VERSION — cockpit area 16 x 9 approx.



length 33.0
beam 7.5

SQUARE STERN version — cockpit area 16 x 9 approx.

Designer: Robert Tucker, A.R.I.N.A.

BARE HULL WEIGHT: 2,300 lbs. Approx.

Part fitting out available. Details on request
AS SHOWN AT CATCH '78.

FAST • STABLE • SEAWORTHY

The choice of professionals who know the sea and demand the best.

SCANMARIN

FLOATS • BUOYS • FENDERS

The largest selling and most reliable buoy in the U.K. market and the only ones with a full guarantee.

They are not the cheapest but undoubtedly the best. Ask your local dealer or write direct to the main U.K. Agent:

HUGH NORMAN (Marine Sales) Ltd

Ythan Cottage, Inverurie, Ellon, Aberdeenshire.
Tel. Schivas 358 (STD 03587 358)

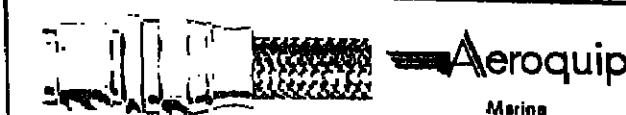
HYDRO-BLITZ

jetstream power washers

Our 1500 PSI model will clean hulls, decks, rigging and fishrooms. Also removes old paintscale, rust, salt and oil. Gets your cleaning jobs done better with less effort, less cost. And more efficiently.

Petrol driven 1000 and 800 PSI models available. Prompt deliveries. Export enquiries welcome. Write or phone:

W. J. Reynolds (Equipment) Ltd
99-105 Leytonstone Road, Stratford, London E15.
Tel. 01-534 5768/9



Aeroquip
Marine

GOODRIDGE AEROQUIP

The Goodridge Aeroquip range of low, medium and high pressure hoses and fittings is the most complete range of high pressure hoses and fittings available in the world. It is the only range of hoses and fittings that is designed to meet the needs of the fishing industry. It is the only range of hoses and fittings that is designed to meet the needs of the fishing industry.

GOODRIDGE (U.K.) LTD.
Collins Road, Totnes, Devon TQ9 5PJ. Tel. (0803) 882007

18ft TROJAN inboard powered Steel Dory. 18ft x 6ft 6in draught. 15hp over keels. Stern gear mounted in protective tunnel.

Price from £1,750 + VAT



E. S. J. Engineering Co.
Island Street,
Swcombe, S. Devon.
Telephone 2888

Powered by a Lister SRI MG 5.75 h.p. engine

THE employment of women has always been vital to the fishing industry. Today top level decisions are often made by females and behind most successful skippers generally lurks an ambitious wife.

As pen pushers, telephonists and typists, the industry would be lost without them and can anyone honestly imagine the big processing factories devoid of their shifts of female labour?

Only on the catching side have the ladies failed to make much headway, yet even here things are changing and at Grimsby this last bastion of male supremacy is being challenged by a determined young lady named Jean Halsted.

Deceptively slight in appearance, Jean fishes the newly-arrived inshore boat Teal (H 404) with her husband Peter, and is making a big impression with her appetite for hard work lining for cod in the Humber.

Not for her the comforts of the galley, for as any local fisherman (or are they all 'fishpersons' now under the Sex Discrimination Act?) will vouch, she can match anyone and often outworks them on the deck.

The couple brought the 10-year-old coble Teal across to Grimsby because of the poor inshore facilities at Hull. Both have academic backgrounds, but chose fishing to avoid the drudgery of shore jobs and sought an interesting and varied way of life with the rewards coming from their own efforts.

They bought Teal, built by Lock Marine Services Ltd. of Beverley, just over a year ago and have already taken her sailing and later plan to take her crabbing.

Jean, who comes from Birmingham, got 'hooked' on fishing after spending two summers working with Icelandic herring.

She's too busy to be sick, she told *Fishing News*, and Teal, which normally crews three, shows she means business by earning well over £1,000 in her first fortnight at Grimsby. In-skipper's terms, she is better off for two kits of Humber sprags late in November.

The 27-footer is owned by Sam Chapman & Sons Ltd. and this firm is weighing-in on the big prices being paid for the early winter Humber cod (invariably in excess of £40 per kit) and attracting quite an assortment of in-shore liners to its offices.

Lowestoft ace, Skipper David Hunt, certainly has no regrets over his decision to return north and even Phyllis, apparently doomed after last winter's mystery sinking, has got going again with Johnny Grayson in command.

Certainly, though, the most heartening news of all was the arrival of Nicky Miles' new inshore vessel, *Courageous II*, bought from Scottish owners to replace *Ayrle*.

Grimsby's other major liner agency, A. H. Richardson & Co. Ltd. has also done well on the pre-Christmas spragging with *Lead Us* (Skipper Jackie Mountain) probably Grimsby's best performer with a string of good catches.

Biggest headache is, as always, the bait supply. *Lead Us* has kept going on whelks, which she catches herself, and dogfish offal when the whelks, or lug worms, have been difficult.

Many fishermen prefer lugs, but the regular bait diggers have encountered fierce opposition from pleasure-angler-diggers and narrow-jobbers, who have

INSHORE at Grimsby

A MONTHLY FEATURE



Above: Jean Halsted and husband, Peter, who have bought the coble Teal (right) over to Grimsby.

been turning up by the hundred to work over the tidal zone between the docks and Cleethorpes at low water.

Consequently, prices have shot up to £2 per hundred (at the time of writing) and so many spilled onto the banned zones off Cleethorpes that the long arm of the law swooped onto the offenders early in December.

Boat owners would like to see the authorities issue digging licences to named vessels, or angling clubs, in an effort to stamp out the invasion.

For the first time in years nearly all the seiners are laid up for the winter and only a handful have converted to spragging despite the attraction of £49 per ton being offered by the meal companies.

Britain is spending heavily on imports of fish meal to keep the farmers happy so a big effort this winter would have gone a long way to helping to reduce the balance of payments deficit.

However, hefty conversion costs and EEC rules on new meshes, involving the purchase of expensive new gear, have convinced most skippers they are better off with their feet up at home.

As usual, the first marks were spotted off the Tyne and among the Grimsby vessels which converged on North Shields was *Locheam*. This meant a return to familiar surroundings for young Grimsby skippers, Ari Van Zanduliet in command of the three-year-old vessel for the first time.

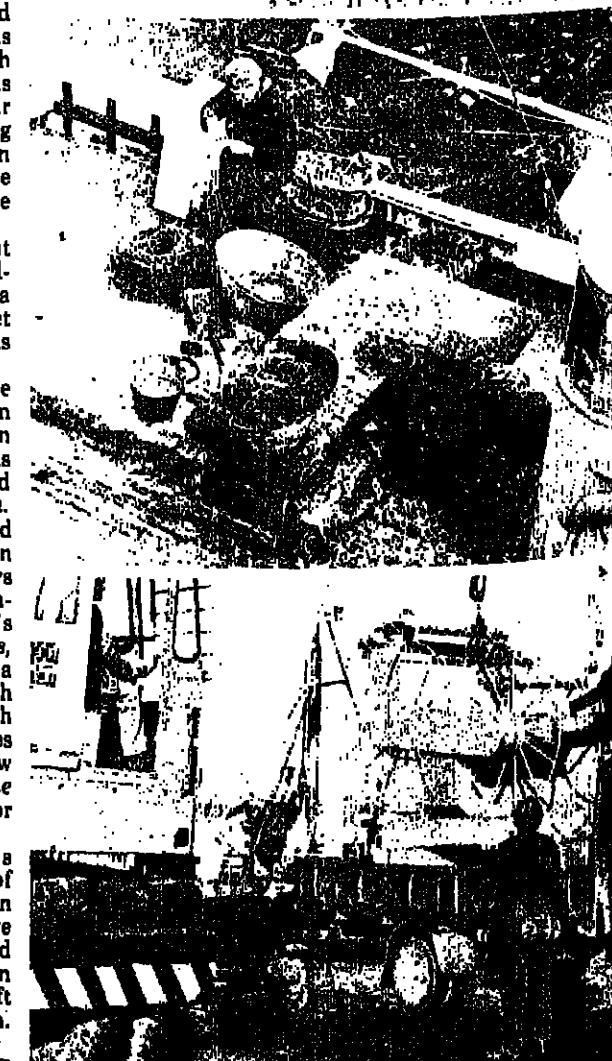
A 'Geordie' by birth, but from mining stock, Ari decided on a career in fishing as a boy at Shields and looks set for a bright future after his first year with his ticket.

He began 1978 in the highly competitive Tom Sleight (P.S.) Ltd. agency in command of *De-Aston*, was moved on to *Saxon King* and now has been given *Locheam*.

For the shipwrights and engineers December has been a frantic month. The slipways have been chock-a-block, including Jack Brunson's Grimsby-registered *Ronsus*, down from Hartlepool for a complete and thorough Grimsby-style refit with Ernest Loggett, while Bridges & Salmon Ltd. has put a new wheelhouse on *Piona Jane* and has another lined up for *Foursome*.

Sadly, yet again, this column ends with news of departures. Lennie Brown finally found that elusive buyer for *Joan* in Ireland and the little steel stern dragger *Sarah de Raimar* left some time ago for Shoreham.

Right: Skipper Ari Van Zanduliet of *Locheam*. Below: a baiting table on *Lead Us*. Skipper Jackie Mountain prefers whelks for bait. Bottom: installing a set of Ramme rope drums on a Grimsby seiner during the winter lay-up.



TOM WOOD

Waves pump your boat dry

IF YOU keep an open boat on moorings which are difficult or impossible to get to in rough weather, a pump which is operated by vertical movement of

waves might be of use to you.

LOBSTER PLIERS

"DO YOU know where we can get rubber bands and pliers for fixing them over lobster claws?"

Bands are available from H. A. Coombs Ltd., Calne, Wiltshire.

I do not know of a supplier of banding pliers in the UK, but they are obtainable from E. Zwinkel, Cutler, Maine, USA.

If you don't want to go to the trouble and expense of importing them, I understand that pliers used for castrating lambs with rubber rings can be adapted for fitting bands over lobster claws. I was told so by a Scottish lobster fisherman.

He said that all you have to do is remove the outer prongs and interchange them so that they will open bands wide enough to fit over claws.

He said that pliers of this kind either made of chrome-plated steel in New Zealand or of mild steel in England are available from any agricultural chemist. Of the two he preferred those made in England as they are easier to adapt.

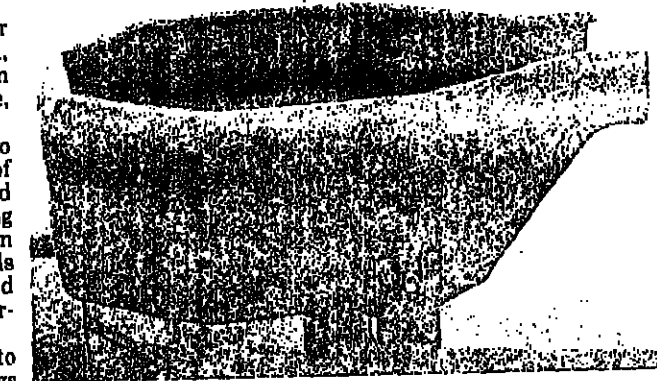
It is known as the Tum-balens pump — after its inventor Sven Tumba — and consists of a round, flat plastic float in which is fitted a double-legged frame with a lead weight at the bottom of it.

To the centre of the float a piston, which moves up and down in a cylinder, is attached. And to the bottom of the cylinder, a 15 ft. length of hose with a strainer on the end of it is fitted.

To arrange the apparatus so that it will work, you attach one end of a short line to the top of the frame and put the pump overboard, bring the other end of the line in-board over the gunwale and make it fast so that the float is about halfway up the frame, put the strainer in the bilgewater and work the float up and down in the frame to fill the hose. Then the pump will work automatically for as long as there is enough wave motion to affect the float.

It is an ingenious device which rides a boat of water at a rate of about two gallons an hour and it is claimed that there is no risk in using it.

To prevent back siphoning a spring-loaded ball check valve is built into the strainer



Fish washer

IF YOU need a machine for washing cod, haddock, skate, plaice and/or prawns you may be interested in the Simpson Fish Washer (above).

It is moulded in GRP by Thurso Fibre Glass Ltd.,

Janot Street, Thurso, Scotland, and measures 3ft. x 2ft. x 1ft. and weighs 60lb. It is also available in England from W. G. Leitch, White Horse Lane, Churchill Way, Northam, Bideford, Devon.

John Burgess' Log



Underwater sealants

ALMOST all adhesive and sealing compounds developed for marine use require that surfaces to be bonded or sealed be dry and free of oils, greases and dirt.

Under normal working conditions in the British climate, it is often impractical to achieve ideal conditions for their application.

When you have a boat hauled out of the water for hull repairs, for instance, and planking has almost dried sufficiently to start work, as often as not rain will stop the operation.

Introduction, therefore, of a new range of adhesives and sealants designed for use in wet conditions, and even underwater, is something of an event. For they are likely to be time and, therefore, money savers if their performance proves to be as claimed by the manufacturers.

Compositions in the range most likely to be of use to owners and operators of fishing vessels are known as

Silverlock 1400, 1401 and 1402.

They are all two-pack products containing epoxy resins which, when catalysed, cure quickly at normal temperatures to form a tough rubber.

This, it is claimed, will bond firmly to wood, GRP, concrete and, so presumably to ferro-concrete, steel or to itself either under wet conditions or underwater.

It will also bond as firmly under dry conditions as moisture is not essential for curing.

Silverlock 1400 is a moderate viscosity resin when mixed and takes about 16 hours to cure after application. Silverlock 1401 is similar, but contains more of a water displacing agent. Silverlock 1402 is a thixotropic resin which will not run or sag when applied to vertical surfaces. It is especially suitable as a sealant and can be applied with a putty knife.

All three come in two packs.

marked Part A and Part B. Before use, you have to mix one part of A to 2 parts of B (by weight).

Having done so, there is no need to wait ten minutes or more before you bring the surfaces together.

Contact pressure only, while the mixture is curing, is said to be all that is necessary to ensure a firm bond.

If you are using Silverlock 1402 for sealing or caulking purposes, presumably all you have to do is fill cracks or seams with it in the same way as you would with putty.

Silverlock 1402 would seem to have much to commend it for making emergency repairs to the hulls of boats built of all types of material, particularly those into which tacks or nails cannot be driven.

Full details about it and all other products in the Silverlock range are available from WFR Development Services Ltd., Barnington Works, Burton-on-Trent, Staffordshire.

What in the world's going on?

Fishing News International will tell you. It brings you the world of fishing — the whole world. From Abu Dhabi to Zambia and all points in between.

FNI is the leading international fishing magazine. It gives you, every month, a top-class news service plus a wide range of authoritative articles and features, researched and written by people who know what fishing is all about.

You'll find it informative. You'll find it interesting. You'll find it invaluable. Have no doubt about that.

Here are a few (and just a few) of the subjects on which FNI will bring you up to date — and keep you up to date.

- *The latest fishing techniques... the latest handling methods... the latest equipment.
- *What's new in vessel design, materials and usage.
- *What's new in research, in harbour & factory projects, in processing methods.
- *Who's catching how much of what — and where.
- *New legislation — what it says and what it means.
- *Today's trends in fish marketing — and how they will affect you tomorrow.
- *Changes in consumer demand — the

growing market for non-traditional types of fish.

*New fisheries limits and Exclusive Economic Zones — when they become effective and what they will mean to you.

*Career prospects in fishing in a changing world.

*Aid agencies — how you can benefit from them.

FNI tells you the where, the when, the what and the how: what's going on all over and what's

likely to go on — this year, next year or sometime soon.

If your livelihood depends on fishing, directly or indirectly, FNI will keep you in the world picture.

To let you see for yourself what's in it for you, we're making a special introductory offer. Take advantage of it now... it could be the best £10 you ever spent.

fishing news international

SAVE 3 MONTHS' SUBSCRIPTIONS

We're offering 3 months' free subscription to FNI for new readers. Order FNI for one year, and we'll send you fifteen months' copies. Total cost only £10 including postage.

Send the coupon for your first free copy and full details of the 15 months-for-12 subscription offer.

Involved in Fish Farming? Take a free copy of the journal that covers the whole industry

For a free copy of the journal, send this coupon to: The Editor, *Fishing News International*, 100 Brook Street, London W1A 1AA. Tel. 01-534 5768/9. Please send me a free copy of the journal. I am interested in: ☐ Freshwater ☐ Marine ☐ Both. Name: _____ Company: _____ Address: _____

To: The Editor, *Fishing News International* Ltd, 100 Brook Street, London W1A 1AA. Tel. 01-534 5768/9. Please send me a free copy of the journal. I am interested in: ☐ Freshwater ☐ Marine ☐ Both. Name: _____ Company: _____ Address: _____

